

REMARKS

Objection to the Specification

The abstract of disclosure is objected to because it is more than 150 words in length.

35 U.S.C. § 102(b)

Claims 1-3, 8 and 9 have been rejected under 35 U.S.C. § 102(b) as anticipated by European Patent Application 0 955 186 A2 (equivalent to Kadota (6,668,890). This rejection is respectfully traversed for the following reasons.

EP '186 specifically teaches that layer 35, located under the belt edges, between the belt structure and the carcass, does not extend axially outward of the belt structure, contrary to the recited invention. In the present invention, the strip layer extends past the outer edges of the belt structure.

As European Patent Application 0 955 186 A2 fails to anticipate the invention as recited in claims 1-3, 8 and 9, it is respectfully requested that this rejection be withdrawn.

Claims 1-6 have been rejected under 35 U.S.C. 102(b) as being anticipated by Takehara et al. (4,930,559). This rejection is respectfully traversed for the following reasons:

Takehara discloses a passenger tire wherein the tire has a small edge band of cords that can extend outward of the belt edges by a width of not more than 8 mm. The cord band has a width W5 in the range of 15 to 40% of the maximum belt width W4. Takehara does not disclose the width W5 in values of cm or inches, and provides only one exemplary tire with dimensions. Takehara does not disclose a preferred belt width in terms of the tread width or the maximum tire section width. Based upon the single example, using a 195/60R14 tire, and Figure 1 showing an embodiment of the invention having a belt width of approximately 75% of the section width, using the range of 15 to 40% of the belt width, the cord band has a width of 21.9 to 58.5 mm. This range is outside of the recited range.

As Takehara fails to anticipate the invention as recited in claims 1-6, it is respectfully requested that this rejection be withdrawn.

35 U.S.C § 103

Claim 9 has been rejected under 35 U.S.C. § 103(a) as being unpatentable over European Patent Application 0 955 186 A2 (equivalent to Kadota (6,668,890 B 1). This

rejection is respectfully traversed for the following reasons.

Claims 4-7 and 10-15 have been rejected under 35 U.S.C. 103(a) as being unpatentable over European Patent Application 0 955 186 A2 (equivalent to Kadota (6,668,890 B 1) in view of Oare et al (5,368,082).

As noted above, EP '186 specifically teaches that layer 35 does not extend beyond the belt edges, contrary to the amended claims.

The above rejections, and the addition of Oare et al, fail to remedy this deficiency. It is requested that these rejections, and the use of EP '186 as the basis of any prior art rejection against the present claim be reconsidered and withdrawn.

Claims 7 and 10-13 have been rejected under 35 U.S.C. 103(a) as being unpatentable over Takehara et al. (4,930,559) in view of Messerly (3,983,919). This rejection is respectfully traversed for the following reasons.

As discussed above, Takehara fails to teach forming the recited narrow width band of cords. The addition of Messerly fails to remedy this deficiency.

As Takehara et al. in view of Messerly fails to establish *prima facie* obviousness of the invention as recited in claims 7 and 10-13, it is respectfully requested that the rejection be withdrawn.

Additional noted prior art

While not obligated to comment thereon, in the Office Action, the following additional prior art is noted as being pertinent to applicant's disclosure.

Bousse et al discloses variations in partial width layers; however the edges of the underlays do not extend past the belt edges as recited herein.

Massoubre teaches that the narrow plies have a width of 0.25 to 0.50 the width of the tread. For today's conventional tires, this yields a much wider band than that recited herein.

Koseki is similar to Kodata in that the narrow width bands do not extend past the axial edges of the belt as presently recited.

Burlacot discloses a full width underlay that does not extend past the belt edges – vastly different from the recited narrow width plies that do extend past the belt edges.

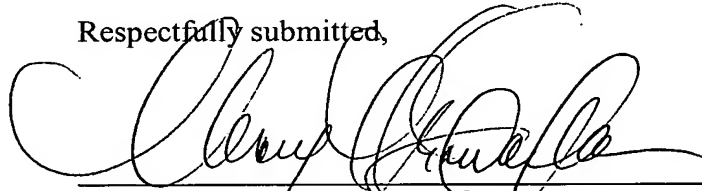
US 2004/002600, and its WO equivalent, (Shimizu) discloses a tire having a reduced width band 36 located in various locations at the belt edges. The width of the layer is in the

range of 0.1 to 0.6 the tread width W. In the examples provided, for the tire tread width given, the band 36 can have a width of 18 – 111 mm; however, the smallest width of the band disclosed in the examples is 35 mm, with an axial extension of 10 mm. For other examples given, the band axial extension is 30 mm. Thus, even with the disclosed range, Shimizu directs those in the art to form a band of greater dimensions than that recited herein.

Japan 8-216618A discloses an underlay of either full width or limited width. The edges of the underlay do not extend past the belt edges as recited herein.

In light of this amendment, all of the claims now pending in the subject patent application are allowable. Thus, the Examiner is respectfully requested to allow all pending claims.

Respectfully submitted,

A large, stylized handwritten signature in black ink, likely belonging to Nancy T. Krawczyk, is written over a horizontal line.

Nancy T. Krawczyk- Reg. No. 38,744

Attorney for Applicants

The Goodyear Tire & Rubber Company
Department 823
1144 East Market Street
Akron, Ohio 44316-0001
Telephone: (330) 796-6366
Facsimile: (330) 796-9018